DEUTSCHE AFRIKA-LINIEN
JOHN T. ESSBERGER

news

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"DAL will continue to provide a reliable service to South Africa"

Amidst an ongoing shipping crisis Dr Eberhart von Rantzau reassures customers

At the beginning of March each year, the Managing Owners of Deutsche Afrika-Linien/John T. Essberger Group personally invite guests to dinner events in South Africa. This year, Dr Eberhart von Rantzau and his wife Patricia were the hosts at the Johannesburg Country Club and the Vineyard Hotel in Cape Town. The guests included mainly customers of Deutsche Afrika-Linien and their spouses.

The dinner events are a thank-you to the customers for supporting the shipping company, in many cases for a large number of years. Over time, business relationships have become friendships that far exceed day-to-day business.

Personal contact coupled with great flexibility in its scope of services is the company's strength, a shipping company that is relatively small in the circle of mega-carriers it has to compete with.

In his welcoming speech Dr von Rantzau also talked about the current problems the shipping industry is facing:

"The ongoing shipping crisis is forcing many of the highly indebted carriers to identify survival strategies and to plan their economic future. Not all have succeeded in this. The collapse of the Hanjin Group last year was a wake-up call for the entire logistics branch. I fear that other shipping lines will, during the course of this year, give up or be taken over by some larger carriers."

"No doubt you will be asking yourselves what direction a relatively small line like DAL will follow in this economic environment. I wish to assure you that DAL will continue in the future, together with our partners in the Southern Africa European Container Service, to provide the reliable quality service that you are accustomed to."

(continued on page 2)

Dr Eberhart von Rantzau with guests Sthembile Shangase and Zoleka Dlomo, his wife Patricia and their children Caroline and Philipp in Johannesburg

A clean environment is of the essence, we all know a lot still needs to be done to achieve this. The shipping industry is prepared to participate, even if it means substantial additional costs for shipping companies despite economically difficult times.

Before year end the law for compulsory ballast treatment systems comes into force, which for our fleet means investments of about 6.5 million euros over the next few years.

The regulations pertaining to reducing nitrogen oxide, sulphur and carbon dioxide from engines – including monitoring, reporting and verification – will be implemented step by step and particularly affect the Baltic and North Sea areas, where they have been heightened accordingly. For Essberger Tankers this has already made it necessary to switch from heavy fuel oil to expensive, low-sulphur diesel, because our comparatively small vessels do not lend themselves to being retrofitted with scrubbers to reduce the sulphur content in the emissions.

For some time now, an extensive monitoring system on board ships is evaluating how the greenhouse gas carbon dioxide can be reduced. The EU stipulates that these tests must be completed before the end of August 2017. As of mid-2019 every ship must officially report its results.

We find all these measures sensible to protect the environment. However, as shipowners we expect that these laws and responsibilities are implemented and executed on a uniform basis, and that the EU and International Maritime Organisation (IMO) synchronise their regulations, which unfortunately does not seem to be the case as yet.

Yours Heinrich von Rantzau

The last moments of "Ursula"

Life has not been very kind to minibulker "Ursula" (999 GRT). Built in 1981, the vessel was sailing from 1990 to 1996 under the DAL funnel. Most of her later days she spent in Southern Europe, at times detained, in 2017 registered in Togo and renamed "Anna". On 28 February while on a trip from Istanbul to Misurata, Libya, the vessel reported water ingress and had to be abandoned. She simply gave up. The crew was picked up by the nearby Chinese vessel "Da Ji" and landed in Misurata.

Breathing out for the last time: "Ursula" vanishes at position 32°49'N and 018°04'E off the Libyan coast on 28 February 2017

15 hands for your personal service

DAL Agency (Pty) Ltd is DAL's agent in Cape Town and was established in 2008/Highly experienced team

DAL Agency (Pty) Ltd – as agents for DAL Deutsche Afrika-Linien GmbH & Co. KG offer a network of five owned offices in the main South African ports and cities. The offices are characterised by no offshore documentation handling with sub-agency representation in other southern African countries.

The Cape Town office is situated in the city centre and was established back in October 2008. The total staff complement is 15 members. The office is managed by Neil Carrick, who has over 22 years of experience in the perishable industry. The exports team of six members is capably managed by Francois Trautmann with over 20 years of experience in the shipping industry. Our export controllers Deon Eyssen, Zaida Ebrahim, Deidre Bosch, Lynette Crighton and Josephine Govender have very diverse backgrounds, which create the core ingredient for maintaining consistent high levels of service in a very stressful and demanding environment. One of the primary focal points controlled by the Cape Town office is the perishable industry, namely fruit business. Other key commodities include wine and beverages. Controlling perishable capacity and weekly allocation to reefer vessels is Karen Bertoni.

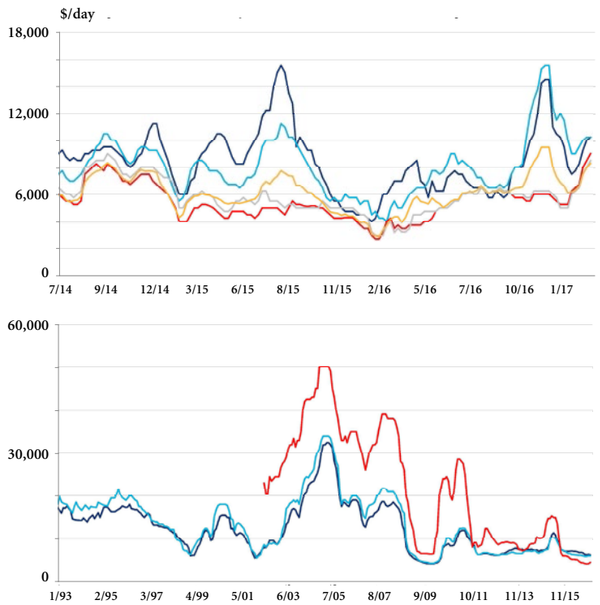
DAL Agency team from left to right: Karen Bertoni, Chantal Doger de Speville, Samantha Harris, Neil Carrick, Robin Theodore, Zaida Ebrahim, Deon Eyssen, Anne Belman, Deidre Bosch, Ashraf Tasriet, Benita Pieterse, Francois Trautmann, Lynette Crighton, Liam Crowe, Josephine Govender

Karen has over 20 years of experience. Karen's challenge is to ensure maximum utilisation on all vessels, ensuring happy customers who entrust their valuable cargo to DAL. No business can survive without an active and passionate sales force who know both their market and specific client needs. DAL Agency is privileged to have two very talented individuals that service the Cape Town market. Ashraf Tasriet looks after all key dry clients and is highly specialised in both export and imports traffic. The critically important reefer market is serviced by Chantal Doger de Speville, who recently joined the agency in June 2016. Chantal brings a blend of both perishable and forwarding experience to the team.

All import traffic is controlled by a highly accomplished team of three individuals. Robin Theodore is the imports team leader. Robin's background is from the retail sector but he has since found a new passion in shipping for the past seven years. The imports controllers Benita Pieterse and Liam Crowe ensure that all goods are cleared timeously and without incident.

Customers are made to feel at home and greeted warmly by our receptionist Samantha Harris. Samantha has since diversified her role by assisting the imports team with releasing of import containers. All staff are encouraged to multi-skill and assist their peers where possible. The final important "link" in the chain is our assistant financial manager Anne Belman. Anne has a multitude of functions which include debtor management, HR and other group activities. The team prides itself on a wealth of experience and personal dedicated focus to customers. "We go to great lengths to ensure we get the job done and are available 24/7." A key attribute is the many key relationships that have been built up over the years. Outside of work, the team also enjoys a fit and healthy lifestyle including cycling and running. A balanced lifestyle is so very important in our business.

Containers down, bulkers up



The charter rates have shown a glimpse of hope lately for handysize (34,000 dwt) bulk carriers but are still far away from making profit (top graph). Rates for 1,700 TEU geared container ships are still a disaster, ships of 4,400 TEU (red line) are ranking even lower. The numbers on the left indicate rates in USD/day

Reliable provider DAL

(continued from page 1)

"We have planned our investments cautiously during the past, and have only taken economically viable risks. Our Group is widely diversified and we have loyal, highly motivated and experienced employees, who do not communicate via a call centre in India, but only in a personal direct manner."

"We, however, never lose sight of the fact that DAL's success is very much the result of our satisfied customers. It was never our aim to profit from a large turnover, but rather from customers who value personalised service with tailor-made logistical solutions."

Happy nights in Jo'burg and Cape Town

JOHANNESBURG

Back: Hennie Smit (Evonik), Cora Smit, Ute Keck, Martin Keck (CFR Freight), Martin Vermaak (Bosal). Front: Niek Venter (Savino del Bene), Tracy Schultz (Savino del Bene), Michael Davies (DAL), Anne Belman (DAL Agency), Magda Vermaak

David McCallum (DAL Agency), Lee-Anne McCallum

Donovan Govender (Simba Africa Maritime), Yvette Neuhoff (Bulk Freight), Henk Neuhoff

Mmetema Moremi (Entertainer), Dev Naidoo (DAL Agency)

Diane Wagner, Frank Wagner (Steinhoff Intl. Logistics), Justine du Plessis (DAL Agency)

Back: Clinton Venter (StoreX), Dev Naidoo, Keroshnee Padayachi (Expolanka), Sagren Padayachi, Kerzle-Ann Watkins (DAL Agency). Front: Michelle Venter, Ansu Thomas (DAL Agency), Bridgette Maketa (Rohlig), Harriet Busang (Robor)

CAPETOWN

Martha Heesom-Green, Ivan Heesom-Green (SAMTRA) with Ron Frick (MD retired DAL Agency)

Dr Eberhart von Rantzau giving his welcome speech

Francois Trautmann, Karen Moore (Viking Fishing), Melissa Lötter (In Season), Adri van Zyl (In Season), Hendrik van Zyl

Mona and Danie du Plessis (Rohlig-Grindrod), Derek van Dyk (Rohlig-Grindrod), Liezl Botha, Jean Botha (Savino del Bene)

Irma Comé (Gefco), Hans Duncker (CTC Worldwide Logistics), Tracie Pelser (CFR)

Jacques Behm (Go Reefers), Deidre de Klerk (Go Reefers), Kobus Engelbrecht, Delena Engelbrecht

"Cebu" (ex-"Zambesi") – under two sails and seven flags

Even at the height of the oil crisis wind power as additional propulsion for modern ships did not make sense

The global oil crisis following the Yom Kippur War in 1973 and the Iran-Iraq War in 1979 hit the shipping industry hard. In 1973, the price of oil rose from USD 3 per barrel to more than USD 5, in 1979 to USD 38, and by the end of the 1980s it had fallen to USD 20 again. (The current price of oil of less than USD 60 is moderate.)

Experiments failed

During the oil crisis, bunker prices shot through the roof and fears that oil prices would continue to rise led to hectic attempts by the commercial shipping industry to reduce fuel consumption through technical tricks. The only successful measure was improved bulbous bows, a design feature that dates back as far as the 1920s. All other physical experiments failed when put to the actual test in practice: propulsion cylinders – so-called Flettner rotors –, asymmetrical stern shapes, Grim wheels to recover lost propeller thrust, and SkySails' retractable foil kites.

Still under sails: built in 1984 "Uzuki Pioneer", later "Cebu" and "Zambesi", on one of her first voyages under her original name

In 1995, Transocean Management (TOS) in Singapore took over a multipurpose vessel fitted with an additional sail propulsion system and put it into service under the name of "Zambesi". The first measure the company took was to remove the sail system.

The "Zambesi" (26,666 dwt) was delivered by shipyard Usuki Tekkosho in Saiki, Japan, in 1984 in the aftermath of the second oil crisis. Its specs were as follows: LOA 162 m, beam 25 m, draught 10.6 m, propelled by two six-cylinder four-stroke engines totalling 4,855 kW, speed 13.5 knots, 640 m² sail area on two computer-controlled, adjustable collapsible sails, crew 36 men. Even its newbuild price is still known: 11,773,401 US dollars.

Its maiden voyage was to Gabon, where it loaded logs.

The ship was christened "Usuki Pioneer" (home port Usuki) and later renamed "Swift Wings" (home port Monrovia) and "Irazu" (home port La Valetta). It initially traded in the region of South East Asia.

Many new names

Deutsche Afrika-Linien/TOS soon found a new name and in 1995, the name "Zambesi" was changed to "Cebu", its home port now Monrovia/Liberia.

In 2004, the "Cebu" was sold to South Korea for 5.2 million dollars, where she sailed as "Ocean Duke" for Sunwoo Shipping, home port Cheju and as of 2001 as "S 1 Moon". In 2011, the ship went to Thai owners (home port Bangkok), where it was renamed "Thepparat" and later "Thepsuparat", before it was entered in the register of the Pacific island Tuvalu as "Thepsu" in 2013. The same year, the workhorse was finally scrapped in Chittagong after 29 eventful years under at least seven flags, and at no time did its large sail prove beneficial.

New cadets on the block

18 March 2017 was a big day for our new cadets of Transocean Shipmanagement (TOS): April John Dagandan, Kenneth Entrina, Jolas Yanoc, Psyred Salon and Junel Daan belong to the approximately 1,500 cadets who celebrated their graduation party with honours, and in the case of Junel Daan even with special honours (magna cum laude). The ceremony was held on the campus of the University of Cebu/Philippines. Joseph Aguilar, TOS crewing manager in Manila, welcomed our future employees. In terms of numbers and training, the island people of the Philippines are the worldwide number one when it comes to the recruitment of seafarers.Björn Borbe as head of HR Sea Essberger Shipmanagement in Hamburg said: "These cadets were recruited by us this year and will be available to us for work on board our fleet as of 2019. We also recruited cadets in Poland."

Tutti Frutti

The Fruit Logistica in the trade fair centre at Berlin's Funkturm is one of the most important meeting places for fruit traders and freight forwarders as well as for shipping companies for whom reefer cargo plays a major role – such as Deutsche Afrika-Linien. As in previous years, DAL again attended the Fruit Logistica from 8 to 10 February 2017 and shared a booth with Bremenports. This is where many import customers from South Africa met but also many passing visitors whose questions needed to be answered. The booth's full-time crew in Berlin included Neil Carrick (DAL Agency), Anja Seineke and Lars Witte, both from DALSA Hamburg, and they were supported by Michael Davies, Suzi Steinke, Michael Tausendfreund and Felix Lenné from the Hamburg office. Caron Friston (Cory Brothers) and Marjolijn Smits (Burger Logistics) represented our partner agencies in England and the Netherlands, respectively.

***Captains and Officers seminar in Sudermühlen** from left: Cpt Robert Waldon, Cpt Albert ten Wolde, Cpt Andrey Grzhibovsky, C/O Krzysztof Maniecki, 2/E Radoslaw Romanowski, Cpt Mariusz Borek, 3/O Mateusz Kuczera, Cpt Jan van der Form, 2/E Miroslaw Szylobryt, 2/E Ruslan Krupko, Cpt Henrik Roelf Nienhius, Cpt Jan ten Wolde, C/O Gerben Bosscher, Mrs Patricia von Rantzau, C/O Juris Jurionas, Dr Eberhart von Rantzau, C/O Evgeniy Buzyrev, Cpt Jaroslaw Spors, C/E Eliza Albertus van Es, C/O Maksim Naumcik, 2/O Robert Halicki, C/E Teunis Floris Oskam, 2/O Viacheslaw Leonov, 3/E Wojciech Chmielecki, C/O Cornelis de Snajer, 2/E Grzegorz Lazdowski, Cpt Jan Buisman, C/O Albertus Konijn, C/O Onno Michiel Smit, Cpt Nicolaas van den Belt, C/E Valeriy Bashkurov, 3/E Tomasz Zieland, Cpt Remigiusz Jarebski*

"Lessons that UAFL has taught me"

Born and raised in Zimbabwe Lomie Tapela is trade manager of United Africa Feeder Line located in Mauritius

If you were to ask my family what TV reference would be best suited to describe me, I am sure the answer would be a crew member on the Starship Enterprise; to them I am an explorer who has boldly gone where no one else in my family has gone before.

Growing up in Zimbabwe, I had never seen the ocean. My ambition was to work in an advertising agency, live in a suburb in my city called "Suburbs", and have two dogs.

I am my parents' only daughter, and at the time of my birth, I was the first girl in three generations. My father has never been one to treat a person differently because of their gender, and my mother always insisted that I learn how to be a proper lady. I was never a princess, but I got the best of both worlds. I was taught to speak my mind, be fearless, run as fast, jump as high, wrestle as hard as my brother and my cousins. I was also expected (when the situation called for it) to be demure, respectful, and display a quiet strength that is synonymous with women.

Mine wasn't a stereotypical upbringing, I was taught that I could be and do anything I wanted to if I put my mind to it and I worked hard. This lesson has been invaluable to me.

When the Zimbabwean economy took a turn for the worse, I had to reframe my goals. It was then that I was first introduced to the shipping industry. I was in my third year at university in South Africa and had attended a career day event. Maersk at the time was actively recruiting soon-to-be university graduates to join their graduate programme. I attended their presentation, and my interest was piqued by their sales pitch but I had promised my parents that I would do a post graduate (honours) degree after my undergraduate degree so I didn't apply for the graduate programme that day, but the seed was planted.

A lot of experience and always a smile for her customers: Lomie Tapela

A year later I graduated my honours degree with distinction and secured my parents bragging rights for a few years. My first job as a graduate was in advertising. While I enjoyed the experience, something was missing. I started looking at the Maersk website, researching the company, and through doing this I found myself drawn to Safmarine. I knew I wanted to work for this company. One year after I graduated, I joined Safmarine, and my career in the industry began. I spent nine years working at Safmarine, holding different roles in customer services, key account management, commercial management and business development. I was fortunate to work under a manager who like my parents did not believe in limiting a person: I was given opportunities to get involved with global projects and expand my influence. This fast-tracked my development within the company and my understanding of the industry. I know now that while I had a fairly good working knowledge of shipping, there was still a lot more to learn within the industry. This is a lesson that UAFL has taught me.

I was introduced to UAFL in January 2016 by a client and one of my ex-managers. Throughout my career, I had been exposed to DAL, and had heard positive feedback from my ex-Safmarine colleagues who had joined the DAL Group; as well as positive feedback from my customers who had regular business dealings with DAL. Naturally, when I was told that there was a job opportunity within the DAL Group that could be of interest to me, I was curious. It was through this job posting I first came to know of UAFL. True to form I did a little digging on the internet to learn more about this company. I didn't find a lot at the time (the new website wasn't launched yet) – but what I did find was enough to make me want to learn more.

I got to learn more about the company through the interview discussions and for the second time in my adult life, I felt a career conviction: I knew that I wanted to work for this company. I related to

(continued on page 7)

Whereabouts

April 2017

Ship's name	Master	First Mate	Chief Engineer
Alcedo	Thomas Kijzers	Chris De Boer	Gerlof Tijink
Amalie Essberger	Antonio Petinga	Artur Karpowicz	Marek Ptasznik
Anneliese Essberger	Peter Troost	Els Impens	Teunis Oskam
Ardea	Gerardus Wijnands	Walter Bergsma	Sijbren Mollinga
Caroline Essberger	Nicolaas Bruinsma	Gerben Bosscher	Pieter Pasterkamp
Christian Essberger	Robert Szmaj	Rafal Garbacz	Zbigniew Biernacki
Dutch Aquamarine	Nicolaas Van Den Belt	Kokou Gbegan	Sipke Steenbergen
Dutch Emerald	Louis Kint	Sander De Bos	Hendrik Berg
Dutch Faith	Adolph Kamphuis	Slawomir Narloch	Jan Sonneveld
Dutch Spirit	Theo Keizer	Roger Oenema	David Roele
Eduard Essberger	Boguslaw Gajdowski	Quirino II Agot	Tomasz Kozlowski
Ellen Essberger	Adam Krzyzykowski	Daniel Kubacki	Lukasz Zeromski
Elsa Essberger	Grzegorz Klepacki	Grzegorz Kakol	Artur Kazimierz Gzella
Georg Essberger	Jose Teixeira	Valeriy Dorofeev	Andrzej Sullik
Johann Essberger	Mariusz Borek	Mareks Satkovskis	Ryszard Topolewski
Koralia	Yudo Wiropati	Ireneo Ruedas	Danilo Jose
Liesel Essberger	Boguslaw Olbrys	Marcin Madry	Leonid Volkov
Lisa Essberger	Alex Buren	Willem Schot	Marten Bosma
Lucy Essberger	Albert Ten Wolde	Albertus Konijn	Johan De Jong
Maersk Launceston	Jaroslaw Maciuk	Sergiy Perepelytsya	Jacek Wojcicki
Patricia Essberger	Maciej Kaminski	Enrique Lopez	Oleksandr Samusenko
Philipp Essberger	Andrei Malenkov	Tomasz Rembisz	Piotr Kret
Selinda	Rubin Pavlov	Marian Ciuculan	Vadym Grytsyuta
Swakop	Oleksandr Grytsyuta	Igor Irza	Ilarion Sorin Chirtes
UAFL Zanzibar	Pavlo Klyuyev	Rafel Nones	Nicusor Medrihan
Ubena	Ioan-Cristian Cioban	Vladimir Lobov	Gleb Kolechkin
Ulanga	Mariusz Pleskacz	Ruslan Blazhyyevsky	Andrzej Szyca
Ursula Essberger	Karel Van Der Klooster	Jakub Nadaj	Marinus Kroon
Valbella	Neil Brown	Zviad Kalandadze	Oleg Burlachenko
Wilhelmine Essberger	Hubertus Meulenberg	Pieter Labee	Stefan Kluijfhout
Zambesi	Kostiantyn Kharchenko	Aleksandr Kaminsky	Aleksandr Jersov

Aus der Reederei-Familie

Jubiläen

10 Jahre

Herr Zbigniew Biernacki
C/E
23.05.2017

Besondere Geburtstage

80 Jahre

Herr Uwe Jens
30.03.2017

75 Jahre

Frau Hedwig Iglinska
11.05.2017

65 Jahre

Herr Siegfried Kuchar
Ops Liner Services
17.03.2017

Capt. Boguslaw Gajdowski
22.03.2017

Frau Gabriele Bartsch
Hammonia Reisebüro
26.03.2017

Frau Anna-Marie Schulmeyer
06.05.2017

Herr Wolfram Fiolka
Accounting
15.05.2017

60 Jahre

Herr Costica Tuca
C/E
17.05.2017

Frau Amanda Kraus-Hafner
DSA Stuttgart
25.05.2017

Frau Birgit Polsfuß
Accounting
31.05.2017

Wir gratulieren zur Geburt eines Kindes

Herrn Andreas Bendlin
– Bene Roger am 08.02.2017

Frau Alexandra Trinkus
– Luca Carlotta am 08.03.2017

Ausgelernte Auszubildende an Land

Herr Lennart Bleckmann
Linienfahrt;
jetzt: Liner Agency, Hamburg

Herr Hauke Hastedt
Trampfahrt; jetzt:
Essberger Tankers

Frau Frederike Lühr
Linienfahrt; jetzt: Trades

Neue Mitarbeiter an Land

Frau Kathrin Glaubach
Liner Agency (Bremen)

Herr Leif Korth *Controlling*

Frau Claudia Prillwitz *HR Sea*

Frau Gyde Sievers *HR Sea*

Herr Cornelis Veldhuizen-Dijkstra
Shipmanagement

Neue Auszubildende an Land

Frau Lara Käsemann
DAL

Herr Oscar Rebbe
JTE

Herr Finn Ole Schaarschmidt
JTE

Wir gedenken

Capt. Rüdiger Buchhorn
(76 Jahre), Januar 2017
ehemals JTE

From left: Godwill Sarpey, Mrs von Rantzau, Timon König, Leonard Kruschel, Kirsten Michaelis. 2nd row: Betty Radau, Ute Reineke, Nina Suhk, Olga Shmakova, Nadine Rüter, Angelika Unger. 3rd row: Eugen Chlebnikow, Cora Thiergarth, Lale Petersen, Katharina Mallock. 4th row: Sascha Timmann, Johanna Chiao, Jana Dammann, Max Meyer-Loos. 5th row: Capt Eberhard Stoetzner, Capt Jürgen Kurth, Svenja Albrechtsen, Carsten Radau

A day at the museum

Founded by the late Prof. Peter Tamm, the International Maritime Museum of Hamburg is one of the most impressive institutions of its kind worldwide. Located in a massive 19th century brick warehouse with 11 "decks" in the Harbour City it is a must for ship lovers as well as maritime students visiting Hamburg. By invitation of Patricia von Rantzau (née Tamm) a group of active staff members and pensioners of the DAL/JTE Group took part in a guided tour and was later treated to dinner. The tour took almost half a day and was well received by everyone. The photo was taken prior to the tour in the lobby of the museum.

Anna Katharina Eidenschink, Nina Suhk, Lale Petersen, Lara Käsemann, Finn Ole Schaarschmidt, Oscar Rebbe (from left)

Six new apprentices

Two new generations of apprentices present themselves: Ms Eidenschink (JTE), 20, born in Eutin, likes being with her family and horse riding at weekends. Nina Suhk (DAL), 20, is from Hamburg and she is also a horse lady. Lale Petersen (DAL), 20, likes spending time with her family and friends, and sportive activities. These three ladies started their apprenticeship in August 2016. In February 2017, we welcomed Lara Käsemann (DAL), 19, who was born in the Elbe River seaport of Cuxhaven. Lara likes equestrian vaulting and gymnastics and has done some travelling to places such as France and New Zealand. Finn Ole Schaarschmidt (JTE), 19, is from Lübeck, a great yachtsman and swimmer and has already collected some experience in other shipping companies. Oscar Rebbe (JTE), 20, is from Hamburg, plays the guitar, likes cooking, playing with his dog and is a fan of the Hamburg football club HSV. Welcome on board everybody!

Polish seafarers

In mid-March, the recruitment of new cadets took place in Poland. After successfully completing the selection process which was organised by our crewing agency ECS Gdynia, six graduates of the privately run Gdynia Maritime School as well as two graduates of the state-run university in Gdynia will begin their officer careers on board our fleet. Björn Borbe, head of the crewing department at John T. Essberger in Hamburg, said: "All the cadets recruited by us will be available to us for work on board our fleet in the future. Besides the day-to-day operations, another focal point will be the practical training. We wish them all the best for their future career in our company and look forward to accompanying them on their career path." Christmas is a while back already but the Christmas party for the Polish staff of Essberger Tankers on 19 December at the Gniew Castle Hotel is not forgotten. It was attended by 35 seafarers and their wives plus 29 children, as well as 11 colleagues from JTE Hamburg and 11 colleagues from Gdynia, in addition to various representatives of local business partners.

Gniew Castle is a former castle of the Teutonic Order built in the 13th century and situated about 60 kilometres southeast of Gdansk on the banks of the Vistula River. There is lots of room for historical activities here, such as archery and axe throwing, but also to dance and for festive dinners. Björn Borbe welcomed the guests and said: "Poland is now by far the most important source of captains and officers for the Essberger fleet."

Photo (f.l.t.r.): E/C Wojciech Dobak, D/C Mateusz Prus, E/C Mateusz Borowiecki, D/C Daniel Krzeszowski, Tomasz Wojciechowski – Managing Director of ECS Gdynia, D/C Pawel Sliwinski, E/C Michal Glowacki, D/C Michal Czarnacki and E/C Michal Stasikowski

Lomie, trade manager

(continued from page 5)

the vision, and to what the team was trying to achieve. I saw in it a company that had carved a space in the industry for itself – that was catering to customers' needs in a unique way; and it was working. This company was performing at the same level and at times better than the larger shipping lines in its markets with comparatively less resources. It is that "can do" attitude which attracted me. I officially became a UAFL employee in April 2016, and have been in the trade manager role for a year. It has been an exhilarating year – definitely not for the timid. The nature of the industry requires us to continuously look to the horizon for new opportunities, uncharted territories, and review how we improve our current services to remain relevant. Our success is a result of the team work between all the different divisions of the holding company that UAFL is a part of – from Spanfreight Agencies to ASC and East Bourne Maritime Trading – with the support of the various teams in Hamburg. We have the right people and the right attitude to ensure our success going forward, and being a part of this environment is rewarding.

When I am not focused on shipping and UAFL business, I unwind by composing music, writing poems, reading books, drawing and learning a new skill by watching YouTube DIY video tutorials.

"Shipping's contribution to greenhouse gas emissions is coming under new rules"

Hartmut Nickel, MD Essberger Shipmanagement, talks about new environmental restrictions

DAL/JTE NEWS: Mr Nickel, Essberger Shipmanagement is confronted with new environmental restrictions in shipping. What are the main issues?

NICKEL: Currently we are mainly focused on EU guideline 2015/757, measuring, reporting and verification (MRV) of carbon dioxide (CO_2) emissions from maritime transport, and on the evaluation of new ballast water treatment systems.

DAL/JTE: How far have you progressed?

NICKEL: The International Maritime Organisation (IMO) Greenhouse Gas Study 2014 points out that for the period 2007-2012 international shipping on average accounted for 2.6 % of annual CO_2 emissions. Shipping's contribution to greenhouse gas (GHG) emissions is coming under new rules at IMO and at regional levels such as the EU.

On 1 July 2015, EU Regulation 2015/757 concerning MRV came into effect and includes three key deadlines for ship operators of large ships – above 5,000 gross tonnage – trading to, from and between EU ports. By 31 August 2017 we have to submit to the accredited verifiers a monitoring plan, indicating the method chosen to monitor and report CO_2 emissions and other relevant information.

From 1 January 2018 we have to monitor CO_2 emissions and other relevant information on a per-voyage basis using the agreed monitoring plan. By 30 April of each year, beginning 2019, we have to submit to the commission and the authorities of the flag states concerned an emission report which has been judged as satisfactory by a competent, independent verifier.

DAL/JTE NEWS: Who could be such an "independent verifier", and are we in line with the requirements?

NICKEL: Actually no verifiers have been approved by the commission so far. We know that members of the International Association of Classification Societies (IACS) and different companies operating in the performance review of engines have submitted their accrediting procedures. We are watching the market and assume that in April 2017 various verifiers will be appointed.

DAL/JTE NEWS: Ballast water treatment systems have been discussed for quite some time.

NICKEL: Yes, indeed. Essberger Shipmanagement has evaluated different types of ballast water treatment systems and a decision has been made for BSYK (Korean design, Chinese built). It is a hydrocyclone filter system with ultrasonic pre-filtration and ultraviolet module. An actual tender process is ongoing in order to receive latest prices and delivery times for the necessary equipment.

Among many alternative options we will also review: N.E.I. (USA) – inert gas system, RWO (Germany) – water electrolysis system with pre-filtration, and MIURA (Japan) – ultraviolet system with pre-filtration.

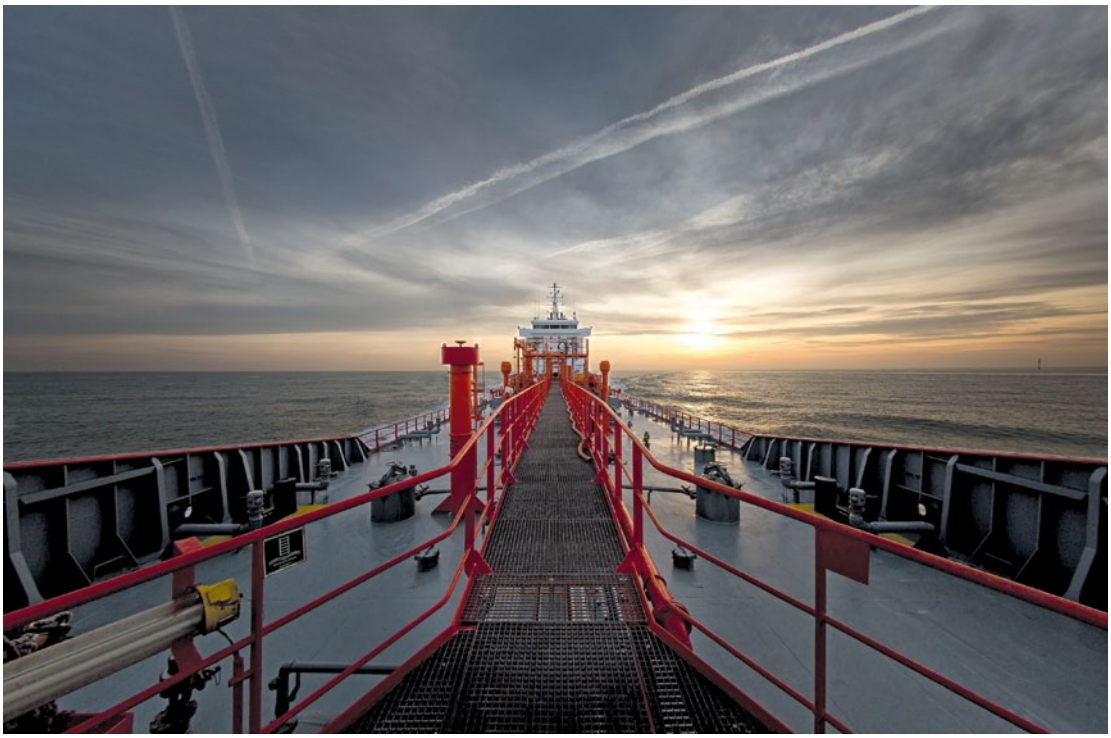
The U.S. Coast Guard has approved three different suppliers up to now: Optimarin, Ocean Saver and Alfa Laval.

DAL/JTE NEWS: When will these systems have to be installed?

NICKEL: Ballast water treatment systems have to be installed with the renewal of the International Oil Pollution Prevention certificate (IOPP) after 8 September 2017. In order to postpone the installation as much as possible it is our intention to deharmonise the IOPP certificate from the class renewal schedule.

DAL/JTE NEWS: What does this mean for the Essberger fleet?

NICKEL: Most of our vessels will have to be equipped with water ballast treatment systems between 2021 and 2022. The costs are quite significant. A total of 6.5 million US dollars has been estimated. It is important to mention that until 8 September 2017 each ship is obliged to complete a ballast water management survey with the combined plan approval in order to receive an International Ballast Water Management Certificate.



Clean ship, clean environment: an Essberger tanker crossing the North Sea in the fading light of a winter day

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